

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE May 27, 2022

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 27, 2022, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of April 22, 2022, Minutes:** The minutes of the April 22, 2022, meeting were approved as submitted in Electronic Item 1. Bryan Beck (M); Walter Shumac, III (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **2023-2026 Transportation Improvement Program (TIP) Document and Final Statewide TIP (STIP) Listings:** A recommendation for Regional Transportation Council (RTC) approval of the 2023-2026 TIP document, the final STIP listings, and the ability to amend the Unified Planning Work Program (UPWP) and other planning/administrative documents was requested. A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments, the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, state, and local sources within the Dallas-Fort Worth Metropolitan Area. Electronic Item 2.1 contained an overview of the TIP development process and schedule. The 2023-2026 TIP Document and final STIP listings are available at the following weblink:
<https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2023-2026tip>.
 - 2.2. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** Staff requested Committee approval of funding recommendations for the North Texas Clean Diesel Project 2021 Call for Projects. The North Central Texas Council of Governments opened the North Texas Clean Diesel Project 2021 Call for Projects (CFP) through an Environmental Protection Agency National Clean Diesel Funding Assistance Program award. The CFP award grants funds for replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. Applications were received from the City of Dallas, Hirschbach Motor Lines, and Smurfit Kappa by the CFP deadline of April 15, 2022. Staff completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. Electronic Item 2.2.1 provided an overview of the call for projects and staff recommendations. Electronic Item 2.2.2 provides detailed project listings.
 - 2.3. **Endorsement of Western Subregion Transit Partnership:** On May 12, 2022, Regional Transportation Council approved Electronic Item 2.3 on transit partnerships that permitted a path forward for the East Lancaster corridor to be

submitted for federal Discretionary funds. Additional information on the East Lancaster Avenue project was provided in Item 6. Electronic Item 2.3 contained the funding allocation for the extension of passenger rail into the Fort Worth hospital district and the construction of the Trinity Lakes Station. The City of Fort Worth is proceeding with Katy Lofts without Regional Transportation Council funds. A minor adjustment to the IH 35W Guaranteed Transit Program was included in the approval request. Again, the Lancaster project requested for approval in Item 6.

A motion was made to approve Items 2.1, Item 2.2, and endorsement of Item 2.3 on the Consent Agenda. Clarence Daugherty (M); Robert Woodbury (S). The motion passed unanimously.

3. **Mobility 2045 Update and Transportation Conformity:** Amy Johnson and Vivek Thimmavajjhala described updates on development of the Mobility 2045 Update that was presented for action, including a new financial plan, updated demographic forecasts, updated travel demand modeling tool, and necessary refinements to policies, programs, and projects in the current plan, Mobility 2045. Amy Johnson provided an overview of efforts to update Mobility 2045. The major components are as follows: plan content such as programs, policies, and projects; financial plan, including financial constraint; nondiscrimination analysis, which shows no disparate impacts found; air quality conformity consistent with federal/state air quality goals. Recent revisions to project maps/listings include administrative refinements for consistency with TIP and MTP recommendations (Project ID's, costs, names, limits, etc.), project development phases and staging adjustments for consistency, and no change to transit or roadway recommendations. Chapter contents include Map Your Experience summaries added to Mobility Options and Social Considerations, air quality conformity results added to Environmental Considerations chapter, and Financial Reality chapter updated with final figures. Including the draft financial plan expenditures to maximize existing system: \$39.5B for the overall financial plan comes to a total of \$148.3B. The official public comment period began April 1, 2022, and concluded May 31, 2022. The public comments received have been constructive and supportive of the plan. The Mobility 2045 Update will be presented for action at the Regional Transportation Council meeting in June. Vivek Thimmavajjhala provided an overview of the 2022 Transportation Air Quality Conformity Analysis, which is required by federal legislation. It demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP), and ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals. Draft project listings were included as Electronic item 3.1, and a comprehensive list of public comments received was available in Electronic Item 3.2. Additional details were provided in Electronic Item 3.3. Michael Morris acknowledged the hard work that Dan Lamers and this team. He congratulated staff on the long journey.

Following general discussion regarding the Mobility 2045 Update and Transportation Conformity, a motion was made to endorse the projects, programs, and policies contained in Mobility 2045 Update and recommend the Regional Transportation Council adopt the Mobility 2045 Update and associated 2022 Transportation Conformity as presented. Kelly Johnson (M); Eric Fladager (S). The motion passed unanimously.

4. **Dallas-Fort Worth Regional East/West Funding Distribution – Infrastructure Investment and Jobs Act:** Brian Dell provided an overview on the funding distribution between the Eastern (Dallas and Paris Districts) and Western (Fort Worth District) subregions with the recent passage of the Infrastructure Investment and Jobs Act (IIJA). Federal funding comes to the region from federal transportation apportionments via the

Texas Department of Transportation (TxDOT). Apportionments are based on several factors depending on the funding source (e.g., population, emissions). While funds cannot be suballocated to cities or counties (per federal law), funds can be split along TxDOT District lines. This practice has helped the region stay focused on overall priorities versus focusing on what local government or agency has received funding. Instead, each subregion works within their available funding. Regional Transportation Council (RTC) Bylaws require that funding distributions be reevaluated with each new transportation funding bill for air quality and mobility funds; transit funds are re-evaluated each year as federal apportionments are received. On November 15, 2021, the Infrastructure Investment & Jobs Act (IIJA) was signed into law, which necessitates a review of the latest East/West funding distribution. The first category of funds is the Air Quality funds: Funding intended for air quality projects that address attainment of national ambient air quality standards in nonattainment areas. Allocations to the region are based on population and air quality nonattainment factors. The East/West funding split for air quality funds generally applies to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and Transportation Alternatives Set-Aside funds. East/West Distribution Formula Inputs are based on tons per day of ozone precursors, specifically Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx). The second category is Mobility Funds which are designed for mobility projects addressing transportation needs within Metropolitan Area Boundaries with populations of 200,000 or greater. Allocations are based on the population of Urbanized Areas (UZA) in the region. Resulting percentage split applies to the RTC's mobility funding categories such as Surface Transportation Block Grant Program (STBG) and Category 2 funding. East/West Distribution Formula Inputs include population, employment, activity (population and employment equalized to account for communities where available jobs might exceed population or vice versa) and Vehicle Miles Traveled (VMT). Brian noted that over the last six years staff has been operating under funding distribution percentages from the Fixing America's Surface Transportation Act or FAST Act (2015). Formula Inputs for Mobility funds under the current IIJA round out to 31 percent for the Western Subregion and 69 percent for the Eastern Subregion based on the 12-county MPA boundary and would be the proposed funding distribution going forward. Air Quality funds based on the ozone precursors tons per day in the 10-county non-attainment area are proposed to be distributed at 36 percent for the Western subregion and 64 percent for the Eastern subregion. Staff also considered equity and environmental justice, and indicators show a minority, low income, and/or limited English proficiency population distribution similar to the funding distribution for the western and eastern regions that was proposed: Minority: 30 percent for the Western subregion and 70 percent for the Eastern subregion; Low income: 33 percent for the Western subregion and 67 percent for the Eastern subregion; Limited English Proficiency: 27 percent in the Western Subregion and 73 percent for the Eastern Subregion. STTC and RTC action will be requested in May and June 2022, respectfully. If approved, the updated funding distribution will be applied to all RTC-selected funding programs. Electronic Item 4 provided additional information on the process for establishing the split and the proposed new splits for both mobility and air quality funds. Brian also thanked the air quality team and the model team for their hard work.

A motion was made to approve the new proposed funding splits for air quality and mobility funds: 36% West and 64% East for air quality funds; 31% West and 69% East for mobility funds; and directing staff to begin applying these revised formulas to project selection efforts from this point forward. Bryan Beck (M); Jim O'Connor (S). The motion passed unanimously.

- 5. Funding Recommendations for the Electric Vehicle Charging Station Call for Projects:** Jared Wright requested Committee approval of funding recommendations for the Electric Vehicle Charging Station Call for Projects. The North Central Texas Council of Governments

(NCTCOG) opened the Electric Vehicle (EV) Charging Station Call for Projects (CFP) in March 2022 with Congestion Mitigation and Air Quality Improvement Program funds. This CFP awards funding for the purchase of and installation of publicly accessible Level 2 or Direct Current Fast Charge (DCFC) electric vehicle charging stations. This initiative helps advance adoption of electric vehicles, both among public sector fleets and the general public, and reduce tailpipe emissions of ozone precursors. Eleven applications were received by the CFP deadline of April 22, 2022; over \$3 million funds were requested for 55 charging stations on 26 charging sites (33 Level 2 chargers and 22 direct current fast chargers); each charging site scored separately and ranked; and once approved, recommended projects must pass procurement review and meet Buy America Requirements. Staff has completed review and developed project funding recommendations. Expansion of electric vehicle adoption is incorporated as part of the Weight-of-Evidence in the latest approved Dallas-Fort Worth State Implementation Plan. Jared highlighted the selection criteria: advancing electrification up to 75 points, fill gaps in existing Infrastructure Network and/or enable new fleet electrification, located in a jurisdiction with no existing charging stations, serves a public fleet with no existing EVs, number and type of fleet vehicles expected to use charging stations, ability to charge multiple EVs at one time or multiple locations in one application, applicant identifies broader, long-range plan to electrify. Serve communities prioritized by the Justice40 Initiative: Include strategies to minimize grid impacts, features such as managed charging, integrated storage, etc., and chargers with vehicle to grid capabilities. Subrecipient oversight criteria – up to 25 points: The projects will be compared to NCTCOG’s burden to administer the project, ease of federal procurement determination, cooperative procurement contracts and Buy America Forms with application, and risk associated with subrecipient administration. The projects in the recommended waitlist will be funded in priority order in the event awarded projects are not able to proceed. Milestone schedule is as follows: STTC recommendations of awards - May 27, 2022, RTC recommendation of awards – June 9, 2022, Executive Board Authorization of Awards – June 23, 2022, and Project Completion/Reimbursement deadline – July 31, 2022. Other opportunity now open: TCEQ Texas Emission Reduction Plan (TERP) Alternative Fueling Facilities Program will fund up to 50 percent of eligible costs for electric vehicle charging station projects priority for projects open to the public. Michael Morris wanted to reiterate that we operate in good faith and scored all of the projects with the original methodology, we are holding firm to all the winners; we recently got the map updated with information by the producer of the map. We went through and evaluated how we would have done it differently and awarding money to all those individuals as well.

A motion was made to approve funding recommendations for the Electric Vehicle Charging Station Call for Projects; Weatherford College – Community College Campus, with 7 chargers, \$295,050 funding requested and recommended, with a total score of 83.7; City of Irving – Library, with 1 charger, \$238,121 funding requested, \$191,441 funding recommended with a total score of 77.6; City of Mesquite – City Hall with 1 charger, \$17,454 funding requested and recommended with a total score of 75.6; City of Mesquite – Municipal Bldg. with 2 chargers, \$40,249 funding requested and recommended with a total score of 68.4; City of Dallas – SE Service Center with 2 chargers, \$193,676 funding requested and recommended with a total score of 68.2; City of Lewisville – City Hall with 2 chargers, \$67,892 funding requested and recommended with a total score of 65.5; DART – Light Rail Station with 1 charger, \$33,710 funding requested and recommended with a total score of 65.5; DART – Transit Facility (Park & Ride) with 1 charger, \$45,762 funding requested and recommended with a total score of 64.4; City of Dallas – Central Service Center with 2 chargers, \$193,676 funding requested, \$182,658 funding recommended with a total score of 64.2; with 19 total projects, \$1,125,590 funding requested, and \$1,067,892

funding recommended. Jim O' Conner (M); Kelly Porter (S). Chad Davis voted against this item. The motion passed.

6. **Endorsement of Fiscal Year (FY) 2022 Multimodal Project Discretionary Grant (MPDG)**

Program: Jeff Neal requested approval from the Committee regarding endorsement of projects submitted for funding consideration through the Fiscal Year (FY) 2022 Multimodal Project Discretionary Grant (MPDG) Program. This agenda item was tied together with Item 2.3 on the consent agenda and provided the opportunity for interested parties to apply for three different grant opportunities and obtain funding for multiple programs with a single application. This \$2.85 billion program solicits project applications for three funding opportunities: The National Infrastructure Project Assistance Grants Program (MEGA), the Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA), and the Rural Surface Transportation Grant Program (RURAL). The Notice of Funding Opportunity (NOFO) combines three major discretionary grant programs in efforts to reduce burdens for State and local applicants, increase the pipeline of "shovel-worthy" projects now possible because of the Bipartisan Infrastructure Law (BIL), and enable US DOT to get a more comprehensive view of projects in development nationwide. Applications were due to the US DOT by May 23, 2022, for the following funding programs (with additional details provided in Electronic Item 6.1): The National Infrastructure Project Assistance (MEGA) Program will provide \$1 billion in FY2022 funding for major projects too large or complex for traditional funding programs. This is a new competitive grant program under the BIL. The Nationally Significant Multimodal Freight and Highway Projects Grant Program is a continuation of the existing Infrastructure for Rebuilding America (INFRA) Program, and it will provide \$1.55 billion in FY2022 funding for highway, bridge, freight rail, intermodal, and marine transportation projects of regional and national significance. The Rural Surface Transportation Grant Program (RURAL) will provide \$300 million in FY2022 funding supporting projects to improve/expand rural area surface transportation infrastructure for increased connectivity and enhanced safety and reliability of people and freight movements to generate regional economic growth and greater quality of life. Agency requests to receive a letter of support from the RTC were to be submitted to Kyle Roy by Thursday, May 12, 2022. FY2022 MPDG grant application submittal deadline was May 23, 2022. For the east subregion, NCTCOG staff proposed to submit the South Dallas County Inland Port Multimodal Connectivity Project as a consolidated application under both the INFRA and RURAL Grant programs. Additionally, NCTCOG will partner with the Texas Department of Transportation (TxDOT) – Dallas District as a co-sponsor for the re-submittal of the IH 30 Downtown Dallas Canyon Project under the INFRA and MEGA Grant programs (originally submitted in FY2021). For the west subregion, NCTCOG proposed to re-submit the East Lancaster Avenue Complete Streets and Transit Technology Project under the INFRA and MEGA Grant programs (originally submitted in FY2021). Following a request for RTC approval, Executive Board endorsement will be requested on May 26, 2022, and STTC endorsement on May 27, 2022. Jeff Neal publicly thanked everyone on his team and others that helped with the projects for their patience and cooperation.

Based on previous approval of the Endorsement of Western Subregion Transit Partnership in Item 2.3 on the Consent Agenda, a motion was made to approve requested STTC endorsement: Based on May 12, 2022, RTC action and STTC endorsement of Western Subregion Transit Partnership (Consent Agenda Item 2.3). Staff requested STTC endorsement of the allocation of new RTC funds (same as RAISE – April 2022), for the South Dallas County Inland Port Multimodal Connectivity – \$12,530,000 STBG funds (including 4,270,000 TDCs); proposed projects to submit for funding consideration through FY22 MPDG Program; and directing for staff to administratively amend NCTCOG and State Transportation Improvement Programs (TIP/STIP), as well as other planning/administrative

documents, to include proposed projects if selected for an FY22 MPDG Grant award. Eric Fladager (M); Mike Galizio (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** Chair Tanya Brooks noted there was an additional item added to the Director's Report, Regional Sidewalk Data Layer; Karla Windsor and Travis Liska will send out information regarding the Data Layer to the Committee. Michael Morris provided an update on the rest of the items on the Director's Report: Bill Hale, former Chief Engineer, from Texas Department of Transportation (TxDOT) was recognized and celebrated for his years of service on the Regional Transportation Council and for all the work that he did for TxDOT and the Dallas-Fort Worth region. Bill Hale recently retired from TxDOT. The RTC Bylaws Revision Subcommittee and Nominating Subcommittee rosters will be announced at RTC meeting. TRB Report 26555/Metropolitan Planning Organizations Strategies for Future Success is available and contains information on NCTCOG. IH 635/IH35 Wishbone Connector Revenue Share - Electronic Item 7.2 was highlighted as Michael mentioned this item will go to Christie Gotti and Transportation Improvement Program (TIP) team to develop a new policy. Status Report on Federal Highway Administration Alternative Fuel Corridors and the Bipartisan Infrastructure Law: Texas Department of Transportation's feedback deadline date of May 15, 2022, extended to June 15, 2022. Michael mentioned the Title VI went to the Executive Board on May 26, 2022. It was requested by Executive Board member, that NCTCOG staff get more educated on whether NCTCOG communities are in compliance with the Americans with Disability Act and if they have accessibility to sidewalks, transition areas, and intersections to get past the curb and any other means of external transportation. There is interest in making sure that proper waivers are being granted. Michael also publicly thanked Ken Kirkpatrick for all the work mediating this over the past two-to-three years. Walter Shumac thanked Michael and the North Central Texas Council of Governments for looking out for the region.
8. **Upcoming FY2022 BIL Discretionary Grant Programs – Project Slotting Coordination:** Jeff Neal discussed available details, as well as project coordination and development strategies, concerning Bipartisan Infrastructure Law (BIL) Discretionary Grant Programs with Notices of Funding Opportunity (NOFOs) soon to be released. Many new discretionary grant programs will be provided under BIL, with NCTCOG and its local government partners eligible to apply for over 20 of those programs. The biggest project that's come about is the Safe Streets and Roads for All Grant Program (SS4A); this is a \$1 billion dollar program divided into \$400 million for action plan requests; \$600 million for implementation grant requests; and no state can earn more than 15 percent overall of the funds associated with this program. Jeff noted the minimum and maximum awards for action plan versus implementation plan detailed on slide 2 of Electronic Item 8. He also noted that each agency has a one application limit for either an action plan or an implementation grant, that is the only application. Entities must self-certify their action plan eligibility in order to apply for an implementation grant. Cost Sharing: 80% federal/20% non-Federal (all); Obligation: 1 year after award. Performance Period (max.): Action plan - 2 years; Implementation - 5 years. Eligible Activities/Costs – Action Plan: Developing a Comprehensive Safety Action Plan and Supplemental action plan activities in support of an existing Action Plan. Eligible Activities/Costs – Implementation: Conducting planning, design, and development activities for Action Plan project and strategies and Carrying out projects/strategies identified in an Action Plan – Infrastructure, behavioral, or operational measures directly related to addressing safety problem(s). Application deadline is September 15, 2022. NCTCOG Status: Pedestrian Safety Action Plan (PSAP) eligibility under review; planned to be brought to STTC/RTC later this summer with updated language on monitoring and equity considerations/impacts; pending Roadway Safety Action Plan eligibility assessed and verified; planned for STTC/RTC adoption prior to SS4A application deadline; and interested

entities should contact Natalie Bettger, Karla Windsor, and/or Thomas Bamonte to establish local project/Action Plan candidacy, as well as seek agreement with TxDOT regarding on-system projects. Pending BIL Grant notice of funding opportunities – FY22: Bridge Investment Program (\$2.5B) – June: Using 2020-21 National Bridge Inventory (NBI) data for bridge condition/functionality and Jeff Neal/Christie Gotti to coordinate with Texas Department of Transportation Districts for identifying potential on-system bridges. Railroad Crossing Elimination Program (\$600M) – June: Roadway/Pathway – rail grade crossing improvements focusing on safety/mobility of people & goods and Dan Lamers/Jeff Hathcock coordinating rail/road provider list of possible grade separations & closures. Reconnecting Communities Pilot Program (\$195M) – June: \$50M – Planning Grants (80% Federal; max. – \$2M/Applicant); \$145M – Capital Grants (50% Federal; min.– \$5M/Project); Eligible transportation facilities creating community connectivity barriers to mobility, access, or economic development; and Jeff Neal to coordinate project identification/development through NCTCOG program areas & local governments/providers. Strengthening Mobility & Revolutionizing Transportation (SMART) Program (\$100M) – September: Projects advancing smart city/community technologies & systems to improve transportation efficiency & safety; large communities (> 400K) – 40%; mid-sized communities – 30%; Rural/Regional Partnerships – 30%; and SMART Grant Briefing/Roundtable – Regional Partners: June 28, 2022 @ 1:00-2:00pm (contact Thomas Bamonte). Status of other BIL Grant funding opportunities. Status of other BIL Grant funding opportunities – FY22: Completed FY22 MPO-eligible BIL solicitations: Local and Regional Project Assistance Program (RAISE) – Projects submitted; Multimodal Projects Discretionary Grant Program (INFRA/MEGA/RURAL) – Projects submitted; Port Infrastructure Development Grant Program (PIDG); and Federal – State Partnership for Intercity Passenger Rail Grant Program. MPO-eligible FY 22 BIL solicitations – NCTCOG not pursuing: Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP) and Pilot Program for Transit-Oriented Development (TOD) Planning. MPO-eligible FY22 BIL solicitations funded, but NOFO release not scheduled: Wildlife Crossings Pilot Program, Charging & Fueling Infrastructure Program, Congestion Relief Program, Prioritization Process Grant Program, Strategic Innovation for Revenue Collection Pilot Program, Advanced Transportation Technologies & Innovative Mobility Deployment, and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Projects (PROTECT). MPO-eligible BIL solicitations not funded for FY22: Healthy Streets Program and Active Transportation Infrastructure Investment Program. Michael Morris mentioned a potential workshop on safety is in the works and North Central Texas Council of Governments will bring a program with as much \$50 million item on safety to turn around this fatality rate. Clarence Daugherty asked emphasis would be on an existing bridge or an existing railroad crossing to make it safer or room for improvement? Could it apply to a place where you have a new corridor, a new bridge, or a new opportunity for a railroad crossing? Jeff Neal responded that he is looking every day for there to be more specific information on railroad crossing removal program, but he mentioned he is getting the impression that on past programs that it can be a new grade separation meant to address issues happening at an existing crossing. That is a way to address specific needs as Jeff understands it. The Bridge Investment Program deals with the repair, removal, or replacement of existing bridges.

9. **Environmental Score Card and Air Quality Task Force:** At the request of Regional Transportation Council Chair Theresa Daniel, Jenny Narvaez provided information on environmental efforts currently ongoing and future opportunities. As environmental considerations are increasingly integrated into traditional transportation planning; a summary of environmental stewardship efforts was highlighted along with indicators measuring the state of impact. Jenny discussed program assessments and noted that certain items have a direct or indirect impact on the environment. Examples of such items

include Air Quality (direct), Traffic Congestion (indirect), Sustainable Development (direct), Transit (direct), System Resiliency (indirect), and Autonomous Vehicles (indirect). Jenny presented indicators measuring the impact certain programs and activities have on these items. The impacts of this observation will be applicable to the 2024–2026 management and operations, regional air quality, and Safety Funding Program Summer of 2022, federal and local performance measure targets, state implementation plan weight-of-evidence, regional growth forecasts, and increasing climate emphasis.

10. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
 2. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 3. Status Report on Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 10.1)
 4. 2022 Ozone Season Update (Electronic Item 10.2)
 5. Status of Ozone Reclassification (Electronic Item 10.3)
 6. TCEQ Response to NCTCOG Input on Alternative Fueling Facilities Program (Electronic Item 10.4)
 7. April Public Meeting Minutes (Electronic Item 10.5)
 8. June Public Meeting Notice (Electronic Item 10.6)
 9. Public Comments Report (Electronic Item 10.7)
 10. Written Progress Reports:
 - Local Motion (Electronic Item 10.8)
 - Partner Progress Reports (Electronic Item 10.9)

11. **Other Business (Old or New):** There was no discussion on this item.

12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 24, 2022.

Adjourned at 3:02 PM.